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WALKER D. HINES, DIRECTOR GENERAL OF RAILROADS

The Bulletin

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BUMPER CITRUS CROP BRINGS GROWERS $75,000,000

Golden Harvest Reaped by Growers From Forty Year Old Industry; Few Years Will Bring 100,000 Carload Crop

By E. A. COONS
(General Agent Pacific Fruit Express)

The bumper 1918-1919 citrus fruit crop has again emphasized the importance of this product to the State of California. Not only have the growers themselves reaped a golden harvest, but the many other interests owing their existence to this wonderful industry, have assisted materially in the wave of unprecedented prosperity experienced in this great commonwealth of ours.

The total shipments for the industry during the past season were 35,913 carloads of oranges and grape fruit and 9963 carloads of lemons, making an aggregate of 45,876 carloads.

In dollars and cents this means a return to shippers f. o. b., California, of the enormous sum of about $75,600,000, with a delivered value in the wholesale markets of $100,000,000, and for which the consumer has paid approximately $160,000,000.

In the number of packages or containers this crop represents 16,591,800 boxes of oranges and grape fruit, and 4,044,980 boxes of lemons, or a grand total of 20,636,780 boxes.

Little did the old Franciscan Fathers realize to what proportions the citrus fruit crop would grow, when in 1769 they started north from Lower California, entering what is now the State of California, establishing twenty-one missions under the direction of Father Junipero Serra, and bearing with them as a reminder of their fatherland and probably to satisfy their palates, seedling orange trees of the same varieties as those grown along the Mediterranean Sea and south coast of Spain.

In 1834 two small groves were planted at Los Angeles for home use. In 1841 two acres were set out to oranges as a business venture, and it is thought this was the first orchard in the State planted with a view to commercial profit. Records state that in 1862 there were only 2500 trees in the entire State. The completion of the Southern Pacific Railroad in 1873 greatly facilitated the marketing of the fruit outside of California.

The orange now known as the Washington Navel was introduced by the United States Department of Agriculture from Bahia, Brazil, in 1870, and the real beginning of our navel orange of commerce dates from the sending of two orange trees propagated from those brought from Brazil to Mrs. L. C. Tibbets, Riverside, Cal. This orange was far superior to the many other varieties then growing in Southern California, a large number of which were from those trees planted in the old Mission gardens by the Franciscan Fathers.

As described by G. Harold Powell, "this orange was a prolific bearer, the fruit of fine quality, the flesh meaty, juicy and seedless, and the skin of a texture that insured good shipping quality, of a rich deep orange color. The trees were of medium size, which made the groves more manageable than those of the tall-growing seedlings . . . The Washington Navel was widely planted in Southern California, the State acquired a world-wide reputation for its citrus fruits, and a new era in orange culture in America began."

Forty Years' Growth.

The industry has made a gradual growth, not assuming any commercial importance until about 1880. By 1886 the annual output was around a thousand carloads, and ten years later, in 1896, 7500 carloads were shipped. Between 1896 and 1910 the annual crop amounted to between 15,000 and 30,000 carloads, and by 1917 had reached the total of 40,702 carloads of oranges and 7748 carloads of lemons from Southern California, and 5889 carloads of oranges and 165 carloads of lemons from points in Northern California, or a total of 46,591 carloads of oranges and 7913 carloads of lemons—a grand total of 54,504 carloads of citrus fruits from the State—truly a marvelous performance in forty years' time.

The orange crop is about evenly divided between the two principal varieties, the Washington Navel and Valencia, with probably 5 per cent of the total crop a mixture of seedlings, St. Michaels, tangerines, Thompson seedless, Mediterranean sweets, Jaffas and Maltese bloods. The lemon output comprises about 20 per cent of the entire citrus crop and there is a limited acreage of grape fruit.

Due to the increased planting of orange trees of all varieties, but principally Valencias, and their consequent maturity we now no longer have distinct seasons. The shipments are continuous the year round. Navel oranges commence to move from Central California in November, and continue in Southern California into June, while the Valencia crop commences in May in the North and extends into November and even December in the South. Thus the different varieties overlap on both ends of what was formerly considered a "season." This fact is a decided advantage in the distribution of any perishable commodity, as the market is never bare—fresh, ripe oranges moving every day in the year, always obtainable by the trade and ever before the consumer.

What Is In Sight.

Many hundreds of thousands of dollars annually are being expended by large co-operative marketing agencies in extensive nation-wide advertising, utilizing magazines, newspapers, trade periodicals, billboards, street car cards, moving pictures, window displays and mail literature. This, it is believed, will assist materially in increasing the regular consumption of citrus fruits to keep pace with the anticipated increased production. This can better

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be realized when it is understood that there were in December 1918, in California, 117,244 acres of oranges in bearing and 50,296 acres of orange trees which have not yet begun to bear fruit, and 26,951 acres of bearing lemon trees and 18,319 acres of non-bearing. This means that in a very few years we can look for an annual output of between 75,000 and 100,000 carloads of citrus fruits.

The Bureau of Crop Estimates of the United States Department of Agriculture has estimated the 1919-20 crop of oranges as follows:

	Boxes.
Northern California	182,000
Central California	2,100,000
Los Angeles County	6,575,000
Orange County	2,625,000
Riverside County	1,564,000
San Bernardino County	4,148,000
San Diego County	128,000
Ventura County	194,000
The State	17,516,000

This number of boxes is equivalent to approximately 37,900 cars on the present basis of loading, i. e., 462 boxes per car, made up of 33 rows of boxes, seven boxes crosswise of car and two tiers high. This estimate represents conditions as of December 1, 1919, for the total production of all varieties including grape fruit, which will probably amount to 600 or 700 cars.

The lemon crop promises to run approximately 5,310,000 boxes, a very large increase over any previous season, due to new bearing acreage and older trees.

DIRECTOR C. A. PROUTY HAS RESIGNED.

Director General Hines has made the following announcement:

"Mr. Charles A. Prouty having resigned as Director of the Division of Accounting becomes an advisory member of the Director General's Staff and as such will give attention to the larger accounting problems of the Railroad Administration and particularly to the accounting features of the maintenance question under the standard contract.

"The work of the Division of Accounting is hereby transferred to the office of the Director General and will be in charge of Mr. George H. Parker, who is hereby appointed Comptroller, for that purpose. Correspondence of the character heretofore addressed to the Division of Accounting shall hereafter be addressed to the Comptroller."

S. P. MEN RESCUE U. S. OFFICER IN DISTRESS.

George D. Rodney, retired brigadier general, United States Army, had the unpleasant experience of being lost on the desert near Palm Springs, California. He was found by Signal Maintainer McClaclon who, with Operator P. C. Clavio, gave first aid treatment and then food and shelter until General Rodney had recovered. The officer wrote to Superintendent W. H. Whalen from the Desert Inn expressing his appreciation of the timely assistance and consideration shown him.

WM. SPROULE IS NOW SOUTHERN PACIFIC PRESIDENT.

Mr. William Sproule on January 1, 1920, resigned as District Director for the United States Railroad Administration and was elected president of the Southern Pacific at a meeting of the board of directors in New York City. Mr. Julius Kruttschnitt remains as chairman of the Executive Committee of the board of directors.

In connection with his change of office, Mr. Sproule made the following statement:

"By election to the place of president of the Southern Pacific Company," said Mr. Sproule, "I simply resumed on January 1 the position held by me before the war and before the Director General assigned to me the duties of District Director of the Central Western Region in the United States Railroad Administration.

"In view of the brief period remaining for Federal control of operations I recently asked to be released from service in the Railroad Administration as soon as convenient. That request has been complied with by the Director General and my service in that relation closed with the end of the year.

"The whole period of my service with the United States Railroad Administration has been one of cordial relation with all its officials, and a tribute of praise is particularly due from me to Mr. Hale Holden, the Regional Director, with whom I directly served. The railroad officials, in the District, and indeed everywhere, have been active and responsive, doing the very best for their roads and for results to the United States Treasury that they could achieve.

"As president of the Southern Pacific Company I have resumed immediate and general charge of its interests on the Pacific Coast and west of El Paso, Ogden and Portland. The Government continues in complete control of operations until March 1, hence my active attention to the railroad operations naturally begins at the close of Federal operation. But in the few weeks' interval the Board of Directors believe there is enough to warrant attention in preparing for public service after Federal control ends.

"The change in my relations signifies only an intention to facilitate the return of the road to operation by the company, on the basis of good organization that has for its aim the harmonizing of the interests of the shipping and traveling public, the stockholders and the employees. Nothing unusual is in contemplation either as to men or measures. Much depends on what Congress enacts to provide for the future of the railroads. If they may operate under conditions enabling them to pay for the materials and equipment and construction needed for the public service, much can be done. But they cannot get these things unless they can pay for them. They are like an individual in this respect. They differ from the individual in that they have no use for the equipment or anything else unless to give to the public the service that supplies a proper public demand."

Replying to questions as to the Associated Oil Company and its subsidiaries, Mr. Sproule said:

"Mr. Paul Shoup is president of this company and his abilities are generally recognized by all the stockholders. Whatever is best for that company will be done under his advice when the time comes for future consideration."

WAR PUTS S. P. MAN FIFTY-FIVE WEEKS IN HOSPITAL.

C. W. Courtney, Southern Pacific cashier at El Centro in the Imperial Valley, is back on the job after an experience in the great war which is not likely to ever fade from his memory.

Mr. Courtney spent fifty-five weeks in the hospital, undergoing several major and minor operations, as a result of the bursting of a 6-in. shell fifteen feet from him in the Argonne.

His knowledge of telegraphy obtained with the Southern Pacific enabled him at the front to fill the position of regimental operator at the regimental headquarters of the 364th Infantry in which position on September 29, 1918, he was telegraphing back from the front lines the position of the German guns when the enemy discovered their position and turned loose a fire that put Courtney out of the war. Badly wounded, he was taken 35 miles in a truck, 300 miles by French train to base hospital. There another hospital train took him to Bordeaux. Thence he sailed for New York and was dispatched to the Letterman Hospital in San Francisco. Twelve days after being discharged from the army hospital, Courtney was back at his old job with the Southern Pacific at Brawley.

"Happy?" he asks. "Well, I'm sure glad to be back at work. To those who have never seen the railroads of the Old World I might say that we are no less than 200 years ahead of them, and we have cause for a lot of pride in American methods, and the good old S. P."

C. J. McDONALD NOW ASSISTANT REGIONAL DIRECTOR

The position of District Director was permitted to lapse with Mr. Sproule's retirement and a new office was created to carry on the work of the Administration in this district to the conclusion of Federal control. This office is being administered by Mr. C. J. McDonald, now Assistant to the Regional Director by appointment from Mr. Hale Holden, Regional Director, Chicago. Mr. McDonald's offices are in the Southern Pacific Building at San Francisco.

What maintains one vice would bring up two children.—Franklin.